Expand ferry service connecting SEA DISTRICT, MARINA, and NORTH BEACH

SHORELINE BLVD./PORT STREET CONNECTION past the Water Gardens

Landscape boulevard to the bay

Transform I-37/ Old Harbor Bridge interchange

New Street Connections Development Opportunities

NEW RECREATION TRAIL PROPOSED HARBOR BRIDGE

Extend Waterfront promenade Ortiz to American Bank Center

Walkability improvements with development

Accommodate Convention Center expansion/hotel

STAPLES-FITZGERALD Street connection

DRAFT
North Beach – Sea and Sky

- New wetlands and bird watching park
- Create a new “North Beach Blvd.” with coastal plantings
- Create a “Beach Ave” Gateway with relocated NORTH BEACH sign
- Recreation Trail: Beach side walking/biking
- Recreation Trail: Connection to downtown walking/biking
- Expand ferry service: Connecting North Beach to the SEA District and the Marina
- Aquarium expansion
- Priority Redevelopment Opportunity

Perspective Map: North Beach – Sea and Sky

existing Harbor Bridge Alignment

PROPOSED HARBOUR BRIDGE ALIGNMENT

CURRENT HARBOUR BRIDGE ALIGNMENT

Aquarium expansion

TEXAS STATE AQUARIUM

USS Lexington

New North Beach ENTRY/EXIT

North Beach – Sea and Sky

DRAFT
Uptown Opportunity Neighborhoods

LEVERAGE TIRZ and existing parking structures to attract housing

LEOPARD STREET IMPROVEMENTS
To create walkable mixed use spine

Mixed housing/retail/business along Staples

Attract business investment along Agnes and Laredo

Mixed income and workforce housing

Relocate social services out of neighborhoods where possible

Mixed income and workforce infill housing
Hillcrest

• Assist owner-occupants in negotiating fair prices for sale of land (coordinated with parallel efforts for other challenged neighborhoods)

• Provide new options for residents
  o New, quality affordable housing choices with connections to community, jobs, schools
  o Maintain option to remain

• Record and publicize community history in Hillcrest and Washington-Coles
Transportation
What strategies will improve SEA District access?

- **Coordinate** event holders, City Street Operations, TXDOT, RTA, and law enforcement to manage traffic control – create an “event services plan”

- Encourage use of **Port Avenue** and provide **clear wayfinding** to and from regional roads to parking

- Offer **park + ride shuttles** to destinations with dedicated lanes

- Build **new roadway connections** – Staples Street and Tiger Street (old Harbor Bridge right-of-way)

- **Complete the grid of streets per the RUDAT plan** and make them fully walkable to provide choices and options
Transportation

What strategies will improve SEA District access?

- New Staples St Connection
- New Broadway Link To Port
- Shift Parking Towards Broadway
- Potential Waterfront Development
- Connect SEA District To Downtown
- Potential Special Event Trolley
- Shoreline Blvd To Port Link
- Coordinated Event Day Management
- Improved Walkability

LEGEND

- Major Entry Road
- Minor Entry Road
- Special Event Trolley Route
- Dedicated Shoreline Shuttle Route
- Pedestrian Zone
- Parking
- Enhanced Ferry Service
Transportation
What opportunities exist with the Harbor Bridge project?

• **Removal of Old Harbor Bridge** between the SEA District and Washington-Coles

• **Potential to re-think the I-37 Interchange** in the heart of Downtown

• **Leads to better driving and walking connections** between Downtown Areas

• Historic **connectivity** between Downtown/Uptown and SEA District/Washington Coles would be re-established

• **Eliminates the need for bridges** – cost for fill/reconstruction would be less than new bridges and have much lower life cycle costs
Transportation
What opportunities exist with the Harbor Bridge project?

LONG TERM CONSIDERATION
- Eliminate I-37 Spur
- Fill in Expressway (Waco to Broadway)
- Construct A 4-Lane Arterial (With Transit, Bike and Pedestrian Facilities)
- Reconnect East/West Streets

BENEFITS
- Eliminates High Speed Expressway
- Eliminates Three Bridge Crossings (Broadway, Carancahua & Tancathua)
- Re-Establishes Street Grid System
- Eliminates Circuitous Travel Patterns
- Enhances Livability - Easily Walk & Bike Between Neighborhoods
- Sustainability - Exercising Fiscal Responsibility By Reducing Costs

LEGEND
- Existing Crossings
- New Crossings
- At Grade Intersections
Transportation

How to add good transit as an alternative to driving between Downtown areas?

• **Simplify city bus routes/schedules** – one way and overlapping routes are confusing

• **Shoreline and Chaparral should be the primary corridors with convenient transit** – strategic stop locations and shelters with information

• **Implement RTA’s Shoreline Boulevard circulator route (trolley)** connecting the SEA District to the Arts Center and points between

• **Invest in improved ferry service** between the Marina, the SEA District, and North Beach
Transportation
How to add good transit as an alternative to driving?

OBJECTIVES
- Connect Destinations In SEA / Downtown
- Uptown & North Beach Districts
- Serve Visitors, Leisure Trips And Service Choice Users
- Achieve A “Park Once” System
- Simple Schedule With Service Every 10-15 Minutes
- Identify Major Stops/Areas Of Interest

LEGEND
- North / South Transit Corridors
- East / West Transit Corridors
- Dedicated Shoreline Shuttle Route
- Enhanced Ferry Service
Transportation
How can integrated parking management improve Downtown?

• There are **over 11,000 parking spaces** combined in Downtown, and Uptown – plus on-street parking

• **Use these resources more efficiently** by enabling uses with different peak demand times to share spaces (office vs. housing and hotel)
  
  • *Enable owners of underutilized parking to contract with developments needing parking*
  
  • *Improve walkability to enable 1-2 block walk to parking*
  
  • *Reduces cost and land area for new development*

• **The benefit:** Downtown can evolve from a place with expansive surface lots to a continuous, walkable urban environment
Transportation
What are the opportunities to make streets better places to walk and bike?

• Communities are finding **health, safety, and economic value** in enhanced streets – Corpus Christi should continue its recent investment

• Key streets such as **Leopard Street, Shoreline Boulevard (Lawrence to I-37), and Park and Water Streets** can be re-striped with narrower lanes and wider sidewalks to calm traffic and make room for shade trees

• **Beach Avenue and Timon/Surfside Boulevard** becomes an attractive gateway to North Beach with improved landscaping, paving, and sidewalks

• **New crosswalks and pedestrian signals** are needed at all intersections between Downtown and the waterfront
# Next Steps

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## Community Engagement (Summary of Key Activities)

- **STAKEHOLDER INTERVIEWS**
- **DOWNTOWN PLANNING AND DESIGN WORKSHOP**
- **DRAFT PLAN PUBLIC PRESENTATIONS/REVIEW**
- **FINAL PLAN PUBLIC PRESENTATIONS**
- **CITY COUNCIL HEARING ON DADP**

## Key Deliverables

- **EXISTING CONDITIONS ASSESSMENT/REVIEW OF MODELS/PRECEDENTS**
- **MARKET ASSESSMENT/ISSUES/OPPORTUNITIES/BARRIERS**
- **VISION FRAMEWORK**
- **PRELIMINARY IMPLEMENTATION/INCENTIVE CHOICES FOR DISCUSSION (DOWNTOWN)**
- **DRAFT PLAN FRAMEWORK**
- **DRAFT PLAN DOCUMENT**
- **FINAL PLAN DOCUMENT**
Energy Efficiency and Conservation Block Grant (EECBG) Program:

- **June 2009**: Preliminary application submitted to Department of Energy.
- **December 2009**: Final application submitted.
- **April 2010**: Community mobilizes to create a more livable Corpus Christi!
- **April 2010**: $2.5M grant received.
- **January 2012**: Implementation Phase (9 projects).
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<td>3. Develop Strategic Plan for Energy Efficiency Improvements for Water and Wastewater Departments</td>
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<td>4. Coordinate Traffic Signal Timing</td>
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<td>5. Convert Fleet Vehicles to Compressed Natural Gas</td>
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<td>6. Establish Distribution Program for High Efficiency Toilets</td>
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<td>7. Expand Rebate Program for Residential Construction Using Natural Gas</td>
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<td>8. Purchase Equipment to Use Compressed Nitrogen to Fill Fleet Vehicle Tires</td>
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<td>9. <strong>Create Integrated Community Sustainability Plan &amp; Implementation Program</strong></td>
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Integrated Community Sustainability Plan

**Guiding Principles:**

- Promote infill development
- Enhance mobility options
- Make walkability paramount
- Identify demonstration projects
- Focus on bite-sized action items
- Prioritize low-hanging fruit
- Decisions/recommendations should be data-driven
- Code* the change we’re trying to create
  - Create development options
  - Foster residential diversity
  - Incentivize rather than mandate
Integrated Community Sustainability Plan

Components/Deliverables:

• Concept Plans for 9 “Destination Nodes”
• Suite of Mobility Concepts, including:
  o Downtown Transit Circulator
  o Hike-Bike Trails Concepts
  o Roundabout Implementation Plan
  o Road Diet Implementation Plan
  o Various Corridor Mobility Concepts
• Master Implementation Matrix
• Geographic Information Systems (GIS) Database
• Technical Assistance with Code Reform
• Turnkey Website: (http://archive.cctexas.com/sustainability/)
Destination Nodes: Site Selection and Concept Planning
Integrated Community Sustainability Plan
Products – Mobility Concepts

Document introduction:

“A community can make significant progress toward achieving these objectives by designing and building complete streets—streets that accommodate the needs of all users no matter their age or ability and allow for choice in mode of travel.”
“MobilityCC redefines what a street is intended to do, what mobility goals the City is going to meet, and how the community will spend its transportation money.”
# Integrated Community Sustainability Plan

## Mobility Implementation Update

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NORTHSIDE NEIGHBORHOODS LIVABILITY PLANNING WORKSHOP
February 21, 2015
9:00 am – 1:00 pm
Northside Neighborhood Livability Planning Process

Summarize Existing Conditions, Culture, History

Establish Livability Needs and Ideas

Identify Resources and Grant Opportunities

Establish Near, Mid and Long Term Recommendations

Develop Actions / Implementation Methods Spreadsheet

★ WE ARE HERE

Result: Northside Neighborhoods Livability Plan
Partnering Agencies

- Partnership for Sustainable Communities
Broader Partnership

- FHWA
- TxDOT
- EPA
- City of Corpus Christi
- Metropolitan Planning Organization
- Northside Neighborhoods

Northside Neighborhoods Livability Plan
Downtown Development Plan Study Area

- North Beach
- New Harbor Bridge alignment
- Hillcrest
- Washington-Coles
- I-37
- Uptown
- Downtown
- Study area boundary
Harbor Bridge Proposed Project Mitigation

TxDOT and FHWA Commitments to the Neighborhood

- Implement Recreational Enhancements
  - Implement park mitigation
  - Construct hike & bike trails
- Noise Mitigation
- Host Job Fairs
- Provide Information on Workforce Support
- Develop Northside Neighborhood Livability Plan
  - Develop Historical Record of neighborhoods
  - Identify neighborhood needs and ideas
Next Steps and Future Workshops

1. Summarize Existing Conditions, Culture, History
2. Establish Livability Needs and Ideas
3. Identify Resources and Grant Opportunities
4. Establish Near, Mid and Long Term Recommendations
5. Develop Actions / Implementation Methods Spreadsheet

Result: Northside Neighborhoods Livability Plan

- Spring 2015
- Summer 2015
MOBILITY CC

PROCESS
MOBILITY CC
Annual Cycle FY 2015

New Annual Cycle - October 1

1st Quarter Report - January TAC

2nd Quarter Report - April TAC

3rd Quarter Report - July TAC

4th Quarter Report - October TAC

Annual Report - November TAC / BPS

Annual Report - December PC

Annual Report - January CC
FY 2015

- TAC Monitoring and Evaluation-Annual Report
- Reclassify Streets - Travel Demand Model
- Resize Streets - Infrastructure Design Manual
- Unified Development Code - Parking Ordinance
- Capital Improvements Program-Street Criteria Matrix
- Transportation Performance Measures - Project / Program/ System
- Bond Issue 2016 - Street Projects
# Street Criteria Matrix

**Current**
- Health & Safety, Vehicular and Pedestrian
- Community and Public Image
- Physical Condition
- Roadway Classification, ADT, and Growth

**Addendum**
- Multi-Model Use and Opportunity
- Access and Place-Based Connectors
FHWA INVEST
System Planning

- SP-1 Integrated Planning: Economic Development and Land Use
- SP-2 Integrated Planning: Natural Environment
- SP-3 Integrated Planning: Social
- SP-4 Integrated Planning: Bonus
- SP-5 Access & Affordability
- SP-6 Safety Planning
- SP-7 Multimodal Transportation and Public Health
- SP-8 Freight and Goods Movement
- SP-9 Travel Demand Management
- SP-10 Air Quality
- SP-11 Energy and Fuels
- SP-12 Financial Sustainability
- SP-13 Analysis Methods
- SP-14 Transportation Systems Management & Operations
- SP-15 Linking Asset Management and Planning
- SP-16 Infrastructure Resiliency
- SP-17 Linking Planning and NEPA
FHWA INVEST
Project Development

- PD-01 Economic Analysis
- PD-02 Life Cycle Cost Analyses
- PD-03 Context Sensitive Project Development
- PD-04 Highway and Traffic Safety
- PD-05 Educational Outreach
- PD-06 Tracking Environmental Commitments
- PD-07 Habitat Restoration
- PD-08 Stormwater
- PD-09 Ecological Connectivity
- PD-10 Pedestrian Access
- PD-11 Bicycle Access
- PD-12 Transit and HOV Access
- PD-13 Freight Mobility
- PD-14 ITS for System Operations
- PD-15 Historical, Archaeological, and Cultural Preservation
- PD-16 Scenic, Natural, or Recreational Qualities
- PD-17 Energy Efficiency
- PD-18 Site Vegetation
- PD-19 Reduce and Reuse Materials
- PD-20 Recycle Materials
- PD-21 Earth Work Balance
- PD-22 Long Life Pavement Design
- PD-23 Reduce Energy and Emissions in Pavement Materials
- PD-24 Contractor Warranty
- PD-25 Construction Environment Training
- PD-26 Construction Equipment Emission Reduction
- PD-27 Construction Noise Mitigation
- PD-28 Construction Quality Control Plan
- PD-29 Construction Waste Management
Strategic Plan for Active Transportation
Phase I – Bicycle Mobility

Corpus Christi City Council – Tuesday, March 10, 2015

Jeff Pollack
Transportation Planning Director
Anatomy of a Bicycle Mobility Plan

2. System Details (where, what, and how).
3. Supporting Infrastructure (racks, wayfinding, bike share).
4. Education, Encouragement, and Enforcement Programs.
5. Policy and Code Reform Programs.
2. System Details (where, what, and how).
3. Supporting Infrastructure (racks, wayfinding, bike share).
4. Education, Encouragement, and Enforcement Programs.
5. Policy and Code Reform Programs.
Active Transportation Plan Vision (working):

The metropolitan area of the Coastal Bend is a place where walking and biking are integral to the community culture and represent viable, safe travel and recreation options for residents and visitors of diverse abilities.
Phase I Goals (working):

1. Develop of a cohesive, strategic network of bicycle facilities that accommodates a diversity of riders.
2. Enhance bicycle mode share for trips of all types.
3. Promote health and wellness through bicycling.
4. Enhance safety for bicyclists.
 Tier 1: PLAN Users
   Example: Municipalities, TAC, RTA, DMD.
   Input Vehicles: Steering Committee, key informant interviews.

 Tier 2: FACILITY Users
   Example: Commuters, students, recreational riders.
   Input Vehicles: Neighborhood meetings, virtual town hall.
1. MPO staff time.
2. City of Corpus Christi/partner staff time.
3. Decision maker (plan users) guidance (Steering Committee).
4. Active participation/input by facility users.
5. Potential financial support for discrete consulting tasks (Bicycle facility selection; public involvement).
Questions?

Strategic plan for Active Transportation

Phase I: Bicycle Mobility

Corpus Christi Metropolitan Planning Organization - planning for Mobility, Safety and Accessibility for Everyone